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CLASSIFICATION SECRET/SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY Rumania

SUBJECT City of Braila

PLACE ACQUIRED

DATE ACQUIRED

DATE OF INF

NO. OF ENCLS. 1 (LISTED BELOW) 50X1

SUPPLEMENT TO REPORT NO. 50X1

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SOURCE

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Physical Characteristics

1. Most of the streets in Braila were surfaced with granite, the sidewalks with concrete. The width of the streets (not to include sidewalks) varied between eight and 12m. the streets were in good condition. All streets were lighted electrically, the light poles on the sidewalks being located at about 50 m intervals. The buildings in the city were rather close together, about one to four stories high and usually constructed of cement-covered brick with sheet metal or tile roofs. The city was not damaged during the last war and I didn't observe any new construction work. 50X1 50X1

Population

2. In 1948, I believe that the population of Braila was between 60 and 80 thousand. The population decreased after the last war because of emigration of Jews and Greeks and because people sought employment elsewhere due to reduction of harbor operations. I would estimate that in 1948 about 70 per cent of the city's population was of Rumanian ethnic background; the Greek ethnic group comprised about 20 per cent, and the Jewish population and other groups formed about 10 per cent. For the most part, the Greek and Jewish minorities were engaged in commercial activities and the Greeks in Danube navigation activities. Most of these minorities resided in the central section of the city. The Rumanians were usually engaged in administration, industry, navigation, harbor operations, agriculture and other trades. I never detected any tensions between the different ethnic groups in Braila.

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Administration

3. Braila was divided into four or five sectors for administrative purposes. There was the Centrul Oras (Center Town), the Brailitsa /See Point #40, Enclosure (A)/, the Radu Negru /See Point #42, Enclosure (A)/, and one or two more suburbs. There was one city hall for the entire city. Each sector had its own militia post and medical dispensary. I believe that there was only one central fire station for the entire city. I have no further details on the administrative setup.

Transportation

4. Braila had a trolley system which was operated by the Communal Enterprises of Braila (Intreprinderile Communale Braila - ICB). The ICB also administered the water works, and was concerned with the electricity and sanitation of the city. I don't know of any civil airport or military airfield located at Braila. The Sovrom transport company operated passenger boats between Braila and Galati and Braila and Cernavoda /4420N-2803E/. On the Braila - Galati run, three or four passenger vessels operated, each capable of carrying about 200 passengers. They departed and arrived at Braila every two hours, operating daily between 0600 and 2000 hours. The Braila - Galati trip took about one hour. I have no information on the Braila - Cernavoda run. Before 1944, Braila was the last Danube port which could be reached by sea going vessels. After World War II, this port's importance as a foreign trade shipping center became almost negligible. In 1948, it served mostly as a transit point for vessels operating between the USSR and other Cominform countries. I believe that most of the cargo unloaded at the port was composed of cereals and cement. Sugar from Czechoslovakia and cereals from Czechoslovakia and Hungary were unloaded here; the final destination of these products was probably the USSR.

Enterprises

5. I only know of the following enterprises in Braila:

   (a) The wire factory (Industria Sarmei) /See Point #30, Enclosure (A)/

   (b) The SOVROM shipyards /See Point #33, Enclosure (A)/

   (c) Two flour mills

   (d) Marble processing factory

   (e) Railroad repair shop /See Point #10A, Enclosure (A)/

   (f) The city power plant /See Point #25, Enclosure (A)/

   The electrical current used in Braila was 220 volts, alternating current. There was no restriction on the use of electricity, but the population was urged by the authorities to conserve electricity.

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Social Life

6. The housing problem was less acute than in Constanta or Galati. Communist Party members received better housing in more advantageous locations. In the suburbs, four to five rooms could be assigned to a family, while in the central section on the average only two rooms were assigned to a family.

7. Besides the commercial schools (See Point #14, Enclosure (A), there was a school for girls, an industrial high school for boys, and a girl's high school (the former Santa Maria Lyceum).

Rumanian Military Units in Braila

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8. Danube frontier troops (patrol boats) unit "Grupul de Nave Graniceri" (See Point #39, Enclosure (A), was of battalion strength [redacted] These troops were naval personnel, dressed exactly like other Rumanian naval personnel, except that on the hatband there was the inscription "Grupul de Nave Graniceri". The mission of this unit was to patrol the Danube. The craft assigned were motor boats. These boats were equipped with one machine gun, two searchlights (effective up to a distance of one thousand m) and could accommodate a maximum of eight persons. As a rule only four men were assigned to each craft, the driver, the mechanic and two observers. Maximum speed was approximately 30 kms per hour. These craft did not have any radio sets. The crew were armed with rifles. This patrol unit, besides enforcing the navigation rules on the Danube river, were also charged with apprehending smugglers and other persons approaching the Danube shore at unauthorized places. I also know of the following units:

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(a) The pontonier regiment (See Point #28, Enclosure (A)

(b) One infantry regiment

(c) Frontier troops unit

(d) Fire company

Soviet Military Units

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9. [redacted] Soviet ground forces units (See Point #29 and #32, Enclosure (A) and a small unit (naval) in the harbor area in 1946. I am not able to give any further information concerning these units. I did not observe air force personnel in Braila nor did I see or hear of any airfields in this area. During World War II the GAF (German Air Force) had an emergency landing field about halfway between Braila and Lacul Sarat (Lacul Sarat was located approximately seven kms South of Braila). I am not able to give further information about this field except that I believe that there were no hangars on this field. In my opinion, this field was not in use after World War II.

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Climatic Conditions

10. The climate in the Braila area was rather temperate. Maximum temperature in summertime was 25°C. The summers were rather dry with short rains (one to two days) three to four times a month. The autumns were rainy. Snow started to fall around the middle of December and lasted till the end of March or the beginning of April. The winters were mostly damp with a little fog and moderate winds. The minimum temperature in winter was - 20°C. The springs were rather rainy and foggy.

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Security

11. The militia had fixed posts at the main intersections (See Point #1 and Point #22, Enclosure (A)), at the railroad station and in the harbor area. The main streets were patrolled by militiamen (singly or in pairs), both day and night. All public buildings were guarded by militiamen. They were also used for traffic direction at the main intersections. The traffic militiamen were located in the middle of the intersection on a small wooden stand. They had elbow high, white gauntlets, were armed with a pistol and directed traffic with a 50 cm long red stick with a round plate at the end which was white with a red circle in the center. Their visor-type caps were covered with a white cloth.

12. Any new arrival in Braila had to register first at the militia office and then report to the rent office to be assigned lodgings. Travel authorization was not necessary to visit Braila. As in the rest of the country any person over 16 had to have his identity booklet with him at all times, in order to avoid questioning and arrest by the militia. There were no curfew restrictions for the inhabitants in 1948, and no special papers were required for being on the streets after dark. The military personnel were more often checked for documents than the civilians. Only the military police checked the military personnel. The lower grade enlisted men had to be off the streets after 2100 hours. The military police were drawn from the different units in the city. They were recognized by a yellow band on the left arm which had the initials CP in red. CP stands for "Comenduirea Pietii" (the market's or square's Kommandantura). The military police were armed with rifles (with fixed bayonets) or with submachine guns; the officers and NCO's had pistols. I do not believe that any documents were necessary when purchasing a railroad or boat ticket except when going to a frontier zone locality.

13. I believe that the telephone conversations (especially of persons suspected of anti-Communist feelings) were being monitored by the security service (secret police). I heard that in some cases the telephone and radio sets of persons considered unreliable were being taken away. Telegrams could be sent only from the post office building. At that time, the identification booklet had to be presented and its number was entered in a register. In June 1948 no measures were being taken in Braila to train the civilian population for a war emergency.

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Miscellaneous Information

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14. [redacted] one to two thousand Korean orphans were brought to Braila for sheltering. I have no further details.

15. /The points listed hereunder refer to Overlay of Braila, Enclosure (A)/

Point #1. REPUBLICEI STREET, FORMERLY NAMED REGALA. It extended from the Park /Point #2/ to the outskirts of the town. This street was approximately 10 m wide, surfaced with granite, and had concrete sidewalks. It also had a subterranean drainage system. It appeared to be in good condition. This street had electric lights and had two streetcar tracks along the center. The buildings built on both sides of this street were generally constructed of cement-covered brick, were three - four stories high and the roofs were generally covered with sheet metal. These buildings were adjoining. The majority of its inhabitants were Rumanian with Jewish and Greek in the minority. This was the main street of Braila. No new construction work was observed.

#2. THE CITY PARK. I do not know whether the park had any special name. Its area measured approximately 50 by 20 m. It had deciduous trees approximately 15 m high. There was a newspaper and cigarette kiosk in this park. All the city's streetcar lines converged in the immediate vicinity of the park area. The Orthodox cathedral was located in this park, and known as the city's cathedral (catedrale orasului). It was square; about 10 m high, with two towers rising approximately six m above the roof. The building was constructed of cement-covered brick and had a sheet metal roof. The towers were rounded with sheet metal conical roofs.

#3. AREA WHERE PROBABLY THE SECURITY SERVICE (SECRET POLICE)BUILDING WAS LOCATED. The ARLUS (Asociatia Romana Pentru Legaturile cu Uniunea Sovietelor - The Rumanian Association for Relationship with the Soviet Union) building was located in this area. The buildings constructed of cement-covered brick, were four stories high and had a low, gabled tile roof. These buildings were adjacent to the sidewalks and adjoining. A hotel and a state bank were also located in this area. [redacted] note: All the government employees were members of ARLUS, which was a national organization. The fees deducted from salaries for membership amounted to about 10 lei per month. Details about this organization were unknown [redacted] 7

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#4. THEATER. Constructed of cement-covered brick, three stories high and had a tile roof. On the ground floor was located the Communal movie theater (Teatrul Cinematograf Comunal). 50X1 its name was changed to State Theater - Braila (Teatrul de Stat Braila). This theater had a seating capacity of approximately 400. It was open daily from 1430 to 2400 hours. Entrance fees were 25 to 30 lei. The films shown were mostly of Soviet production with German and French films shown only occasionally. Attendance was rather low especially when Soviet films were being shown. 50X1

#5. THE REPUBLICEI HOTEL. Formerly called the Regal. Constructed of cement-covered brick, four stories high and had a tile roof. This hotel was adjacent to the sidewalk along which it extended approximately eight m.

#6. THE FORMER REGALA MARKET PLACE. It was probably renamed the Republicei Market Place. Its area measured approximately 60 by 50 m and was surfaced with granite. It was bisected by a street. This area was circumscribed by grocery and haberdashery stores. Within this area were wooden shacks for merchandise (which consisted of vegetables, fruits and meat) sold by the state. The farmers were allowed to sell only fruits. The market was open daily from 0500 to 1600 or 1700 hours. On Sundays it was open until 1400 hours.

#7. GALATI STREET. This street prolongation led to Galati /4528N-2804E/. It was approximately eight m wide and surfaced with granite and had concrete sidewalks. It had a subterranean water drainage system which was in good condition. There was a double streetcar track along this street. The buildings were mostly residential. These buildings, constructed of cement-covered brick, were two to three stories high and had sheet metal and tile roofs. These buildings adjoined each other.

#8. THE PASALAQUA MOVIE THEATER. The name was probably changed after 1948. This building was constructed of cement-covered brick, was two stories high and had a tile roof. It was approximately 14 by eight m, and connected on either side with other structures. This theater had a seating capacity of approximately 300 persons.

#9. GAREI STREET. I am not certain of the name of this street. I estimate its length as two kms, approximately eight m wide surfaced with granite. It had concrete sidewalks. This street was in good condition and had a subterranean drainage system. There was a double streetcar track in the center. The buildings on both sides of this street were constructed of cement-covered brick, were one to two stories high (with a three story building interspersed) and had sheet metal roofs. These buildings were adjacent to the sidewalk. They served as private residences.

#10. THE RAILROAD STATION. Constructed of brick, was two stories high and had a high gabled tile roof. It measured approximately 24 by 10 m. On the ground floor were located the waiting room, the militia office, a restaurant, the red cross canteen (where soldiers received free meals), the red cross first aid station, the station's telegraph office and the ticket office. On the second floor were the station's offices. The entrance to the station was not guarded, although there were militiamen in the station at all times. The passengers were identified

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only during general check-ups (razia). I estimate that there was eight rail tracks (normal gauge) in this area. I did not observe any repair or new construction work in progress. I believe that during a 24 hour period four passenger (normal speed personale) trains and two fast (accelerate) trains passed through from Bucharest towards Galati. The same number of trains passed through in the opposite direction during the same period of time. On the Braila-Galati run one train departed and one arrived every two hours. Two trains departed for and two arrived from Faurei /4504N-2715E/ during a 24 hour period. I have no details on freight trains. The third class ticket (in 1948) from Braila to Bucharest on normal speed (personal) trains was 750 lei; for second class 850 lei. On the fast (accelerat) train over the same distance a second class ticket was approximately 1200 lei. The third class ticket on normal speed trains from Braila to Galati was about 100 lei. The Bucharest-Galati normal speed trains arrived with a delay of about 30 minutes during summer and was probably two hours late during winter time.

#10A. WAREHOUSE AND REPAIR SHOPS. There were three buildings in this area, constructed of cement-covered brick, one story and with a low gabled sheet metal roof. They measured approximately 16 by eight m. They were parallel to each other and located between the rail tracks.

#11 AREA CONTAINING A MILITARY INSTALLATION. This area extended about 20 m along the street. It was surrounded by a wooden lattice fence approximately two m high topped with barbed wire strands. I estimate that there were four or five barrack buildings in this area, constructed of cement-covered brick, one story with a low gabled tile roof. They measured approximately 20 by eight m. Trees were planted between these buildings and had a fence facing the sidewalk. The gate was guarded by a Rumanian infantry soldier armed with a submachine gun. At night the public had to keep off the sidewalk surrounding this installation. I heard that it was the base of a Rumanian Infantry Regiment. It must have been a training center because there was a large sign at the entrance, which read, "Welcome Young Sons of the Rumanian Popular Republic". Usually such signs are seen at instruction centers where recruits were sent after induction. I did not observe any new construction work going on at this installation. It was occupied by a Rumanian Infantry Regiment during 1943 - 1946.

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#12. THE INDUCTION CENTER FOR BRAILA COUNTRY (Cercul De Recrutare - The Recruiting Circle). This building was constructed of brick, was two stories high and had a gabled tile roof. It measured approximately 16 by eight m and was located in the interior of a courtyard covered with trees. This area was surrounded by a wooden lattice fence (probably topped with barbed wire strands). The gate was guarded by a Rumanian infantry soldier. The sign above the gate reads "Cercul de Recrutare - Braila" A colonel /name unknown/ was in charge of this center.

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#13 PLEVNEI STREET. This street extended over an approximate distance of 2.5 kms. It was surfaced with granite, was approximately eight m wide and had concrete sidewalks. It was electrically lighted and had a subterranean drainage system built beneath it. This street was considered to be in good condition. The buildings on either side were usually connected to each other and adjacent to the sidewalks. They were constructed of cement-covered brick, one story (interspersed with two - three story buildings) and had sheet metal and tile roofs. Most of the buildings served as private residences, although a few stores were located there. The majority of its residents were of Rumanian ethnic background.

#14. CUZA BOULEVARD. Constructed of granite, was 14 m wide and had concrete sidewalks. A strip approximately two m wide ran down the center of this boulevard. Trees and grass were planted here. The trees were approximately 10 to 15 m high and spaced about 10 to 15 m intervals. It was electrically lighted and had a subterranean drainage system. This boulevard was in good condition. A double street car track ran along this boulevard. The buildings on each side of this boulevard were constructed of cement-covered brick, were one - three stories high (with one story buildings interspersed) and had sheet metal and tile roofs. These buildings were adjoining, adjacent to the sidewalk and used as private dwellings. Two high schools (commercial) for boys and girls were located on this street. The military police headquarters (Comenduirea Pietii) was also located on this street /About half-way between streets Point #1 and Point #19./ Several hotels were also located on this street. One of them was the Europa.

#15. GOLESTI STREET. Constructed of granite, was approximately six m wide and had concrete sidewalks. The street was in fairly good condition and had electric lights. The buildings on both sides were constructed of cement-covered brick, were one - two stories high (with a three story building interspersed among them) and had sheet metal and tile roofs. These buildings were adjoining, adjacent to the sidewalks and used as private dwellings. Stores, restaurants and two hotels were also located along this street.

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#16. STREET, /Name unknown [redacted] A continuation of street, Point #15 above, and had the same construction./ The buildings on both sides of this street were two - three stories high.

#17. BUILDING HOUSING THE PRINTING AND ADMINISTRATIVE OFFICES OF THE INAINTE (FORWARD) NEWSPAPER. Constructed of cement-covered brick, was two stories high and had a tile roof. It measured approximately 10 by 15 m. It adjoined another building on the southern side. On the northern side there was a space of about four m between it and the next building. This space was used as an entrance for vehicles and pedestrians. This building was adjacent to the sidewalk. The sign over the entrance read, "Aiarul Inainte Organ al Partidului Muncitoresc Roman, Regionala Braila" (Forward Daily Organ of the Rumanian Workers Party, Regional - Braila). This newspaper consisted of two sheets and cost 10 lei.

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#18. THE HEADQUARTERS OF THE WORKERS (COMMUNIST) PARTY IN BRAILA. Constructed of cement-covered brick, was three stories high and had a hip tile covered roof. This building adjoined other buildings, was adjacent to the sidewalk and extended approximately 10 m. The sign above the entrance read, "Partidul Munictoresc Roman, Judeteana Braila" (The Rumanian Workers Party, Braila County).

#19. ST CONSTANTIN STREET. Surfaced with granite, approximately six m wide and had concrete sidewalks. A double street car track ran along this street. The buildings on both sides of this street were constructed of cement-covered brick, one story structures (interspersed with a few two story buildings) and had either tile or sheet metal roofs. In general, the buildings were joined to each other and adjacent to the sidewalk. A grammar school and several stores were also located on this street. It was colloquially called the Deads way (Calea Mortilor).

#20. ST CONSTANTIN CEMETERY.

#21. UNDEVELOPED GRASS COVERED AREA.

#22. CALARASI STREET. Its extension led to Calarasi /4411N-2719E/. This street was surfaced with granite, was approximately eight m wide and had concrete sidewalks. From the street, /Point #457, it was a pressed gravel covered highway. The section of this street up to the street, /Point #457 had a double street car track line. The buildings on either side of this street were constructed of cement-covered brick, were two - three stories high and had sheet metal roofs. These buildings were joined to each other and adjacent to the sidewalk. There were public buildings, stores, restaurants and private dwellings along this street. Southwest of /Point #457 were military installations, and several dwellings. The city hall, the prefecture and probably the militia headquarters were located on this street near the center of town.

#23. THE MAIN POST OFFICE, PUBLIC TELEPHONE AND TELEGRAPH BUILDING. This building was constructed of brick, three stories high, and had a hip tile covered roof. It was joined to other buildings and extended approximately 10 m along the sidewalk. The sign over the entrance read, "Posta Telegraf - Telefoane". The post office was open from 0700 to 1200 hours and from 1500 to 1800 hours. The telephone and telegraph section was open permanently. This installation had a radio transmitter and probably a Hughes teletype.

#24. PUBLIC HOSPITAL, SPITALUL COMUNAL BRAILA (Communal Hospital Braila). This building was constructed of cement-covered brick, four stories high and had a low hip tile roof. It was isolated from other structures, located in a courtyard, was approximately eight m from the sidewalk and was surrounded by an iron lattice fence. In the rear were several other buildings which were a part of this hospital.

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#25. THE ICB (Intreprinderile Comunale Braila - Braila Communal Enterprises). This installation was the only power station in Braila. It was located approximately 20 m from the street, /Point #22/, from which a single streetcar track led. The surrounding area was an overnight parking place for streetcars. The power plant was enclosed by a wooden board fence approximately two m high. One or two brick smoke stacks rose approximately 10 m above the surrounding buildings. This power plant was first seen in 1945 or 1946.

#26. RUMANIAN MILITARY HOSPITAL. Constructed of cement-covered brick, was three stories high and had a gabled tile roof, There were several buildings in its immediate vicinity which were constructed of cement-covered brick, one story with gabled, tile roofs. The hospital area was surrounded by an iron lattice fence topped with barbed wire strands. The ground was sparsely covered with trees. It was located in an undeveloped area. A red cross flag was flying over the gate. 50X1 The gate on the street, /Point #22/, was guarded by a Rumanian infantry soldier armed with a rifle.

#27. SOVIET MILITARY HOSPITAL. This hospital was adjacent to the Rumanian Military Hospital, but was separated by a wire fence. The buildings of this hospital were of similar construction /as mentioned in Point #26/ with the exception that there were several more buildings. A Soviet army guard with a submachine gun was at the gate.

#28. RUMANIAN MILITARY INSTALLATION. 50X1
There was a Rumanian pontoniers regiment (Regimentul de pontonieri). I am not certain but believe that this unit was still there 50X1
This installation was located approximately 300 m from the Soviet Military Hospital /Point #27/. I believe that the area of this military installation extended to the Danube shore. The area that was seen from the street was fenced off by barbed wire, approximately two m high. There were approximately five or six buildings within this area. These buildings were barracks, constructed of cement-covered brick, one story and had tile roofs. The grounds were sparsely covered with trees. The gate was guarded by one Rumanian pontonier soldier.

#29. SOVIET MILITARY INSTALLATION. This installation was occupied up to the end of December 1945 by a Rumanian naval engineer battalion (Batalion de Geniu Marina). Its area measured approximately 400 by 800 m. In December 1945 there were eight one story wooden barracks and two one story brick barracks. At that time, the wooden barracks caught fire and burned down completely. There were 42 mines (ship) of German and English manufacture stored in one of the wooden buildings. Three of the mines which were fused exploded during the fire and did a great deal of damage. The casualties consisted of about six Soviet soldiers and four Rumanian military firemen. The two remaining buildings (of brick construction) were later occupied by a Soviet infantry unit. The fire was ascribed to sabotage, and a Rumanian sailor of German ethnic origin was arrested, found guilty and sentenced to 10 years in prison.

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#30. THE INDUSTRIA SARMEI ENTERPRISE. Located approximately 200 m from the Soviet Military Installation /Point #29/. Its area extended about 200 m along the street /Point #31/ and was about 150 m wide. It was surrounded by a wire mesh fence approximately two m high. A sign above the main entrance read, Industria Sarmei - Braila (The Wire Industry - Braila). This entrance was guarded by a factory guard (without any 50X1 visible weapons). five or six buildings within its area. These buildings were constructed of sheet metal, were one story and had a gabled sheet metal roof. These buildings were painted a dark color. Two brick smoke stacks extending approximately 15 m above the building roofs 50X1 The smoke emitted was black and smelled 50X1 of crude oil. three thousand workers were employed here. There was three working shifts. Various kinds of wire (including barbed and electrical), cables for ships, electrical cables and various kinds of hardware were produced at this installation. There was probably a rail spur entering this installation.

50X1 #31. STREET. This street extended from the street /Point #22/ to the Danube shore. It was surfaced with stone, was approximately 10 m wide and had no sidewalks. There were electrical lights running along this street. It appeared to be in good condition.

#32. SOVIET MILITARY INSTALLATION. The unit stationed here was an infantry regiment /hearsay information/. There were eight barrack type buildings within this installation. A barbed-wire fence surrounded this installation. One of the buildings (probably the administration building) was constructed of cement-covered brick, two - three stories high with a low gabled tile roof. The rest of the buildings were constructed of cement-covered brick, one story with low gabled tile covered roofs. The size of these buildings was estimated at approximately 14 by eight m. The ground was sparsely covered with trees. The entrance was guarded by one Soviet soldier armed with a submachine gun.

#33. THE SOVROM TRANSPORT SHIPYARDS. Santierele Sovrom Transport - 50X1 Braila. Before 1944 it was known as the Franco - Romana Shipyards. Construction of vessels and repairs were done here.

This installation was located in a slight depression formed by two earth mounds rising approximately six m, both north and south from the installation. Only one 50X1 building from the Danube shore. This building was located about five m from the shore. The building was constructed of sheet metal, approximately 10 m high, one story and had a barrel vault sheet metal roof. It was about 15 m wide. The roof had camouflage paint (probably since the last war) and the walls were painted a dark color. I believe that the area of this installation was located approximately 50 m from the street /Point #31/, and that it was serviced by a rail line.

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#34. THE SOVROM TRANSPORT AGENCY HEADQUARTERS. (Agentia Sovrom Transport - Braila).

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This building was formerly known as the NFR Palace (Palatul NFR Navigatia Fluviala - Romana). The NFR was the former State Danube Transport Company (Rumanian Fluvial Navigation). This building was constructed of cement-covered brick, three stories high and had a hip tile roof. It measured approximately 20 by 10 m and was located about 10 m from the river. No other building was located nearby. On the ground floor was the waiting room, the ticket office and a restaurant. The upper floors housed the SOVROM offices. The SOVROM headquarters was equipped with a radio transmitter. Passenger vessels tied up at the quay in front of this building, which was guarded by Rumanian frontier troops and militiamen. The SOVROM passenger vessels operated between Braila - Galati and Braila - Cernavoda /4420N-2803E/. The harbor area extended from the bend of street /Point #35/ towards the basin /Point #38/.

#35. PORTULUI STREET. This street extended along the harbor area towards the basin /Point #38/. It was surfaced with granite, was approximately eight m wide and had concrete sidewalks. A double streetcar track extended along this street. The buildings on both sides of this street were constructed of cement-covered brick, generally two - three stories high with sheet metal roofs. They were for the most part joined and adjacent to the sidewalk. Before 1944, Danube navigation agencies, commercial banks, hotels and restaurants were located on this street. By 1948 the banks were taken over by the state and the buildings of the former navigation companies put to other uses. Within the harbor area, which extended approximately 30 m from the street to the river, were warehouses and loading areas. The harbor railroad area which extended south of the basin is not familiar to me.

#36. THE MUNCA SI LUMINA MOVIE THEATER (The Work and Light Movie Theater). This building was constructed of cement-covered brick, two stories high with a low gabled tile roof. It was joined to other buildings and located on the corner /Point #22 and #35/. It extended approximately eight m. The seating capacity was approximately 200. This theater was open from 1430 - 2400 hours daily. Entrance fees were 25 and 30 lei.

#37. PARK AREA. This park was called Gradina Orasului (The City Garden). I cannot estimate its size. This park was covered with deciduous trees and had a small restaurant, which was only open during the summer.

#38. THE BASIN. (Bazinul Docurilor - The Docks Basin). This basin was used in the winter time as a mooring place for Danube vessels.

50X1

#39. GENERAL LOCATION OF DANUBE FRONTIER TROOP PATROL BOATS UNIT. (Grupul de Nave - Graniceri).

50X1

heard from Rumanian sailors in June 1948 that this naval frontier troop unit was located in the block formed by Militarilor Street (extending in a north - south direction) and Dorobantilor Street (extending in a east - west direction).

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50X1

#40. THE BRAILITSA SUBURB. Extended west and southwest of the rail lines and north of street /Point #17. The majority of the inhabitants were Rumanians although a small number of gypsies also lived there. The occupations of these inhabitants were dock workers, railroad workers and farmers. This suburb had one medical dispensary, a militia post and a grammar school.

50X1 [redacted] This suburb was notorious and known as a "rough place". A number of Soviet soldiers and Rumanian Communists were killed there during 1944 - 1945.

#41. BRIDGE. Constructed of metal, was approximately two m wide with wooden boards. There were three pairs of concrete pillars supporting this bridge, approximately five m high. This bridge was used only by pedestrians.

#42. THE RADU NEGRU SUBURB. Extended west of the rail tracks. /South of street, Point #1 and northwest of street, Point #22./ [redacted] it had the same characteristics as the Brailitsa suburb. 50X1

50X1 [redacted] note: The railroad tracks crossed the street, Point #7 and the branch-off of street, Point #9 and the street Point #1 and Point #22 at ground level./

#43. MONUMENT PARK. Within this park were located two or three restaurants, one hotel and one soccer field. The streets were surfaced with granite. The terminal of Monument streetcar route was located there. The streetcar tracks to Lacul Sarat (Salt Lake) turned south from the eastern border of the park area. Rumanian and Soviet military units were stationed in the north - east section of this park.

#44. DOUBLE TRACK STREETCAR LINE. One track turned south, leading to Lacul Sarat recreation area. This recreation area was located approximately seven kms south of the center of town and four kms from the park /Point #43/. There were baths, villas, hotels and restaurants in the recreation area. A railroad and probably a highway led from Braila to the recreation area.

#45. STREET. Probably called the Monumentului. It was surfaced with granite was approximately 12 m wide and had no sidewalks. This street had electrical lights and appeared to be in good condition. There was a row of trees on each side of this street. No buildings were [redacted] along this street.

-end-

Enclosure (A): Overlay of Braila City Plan

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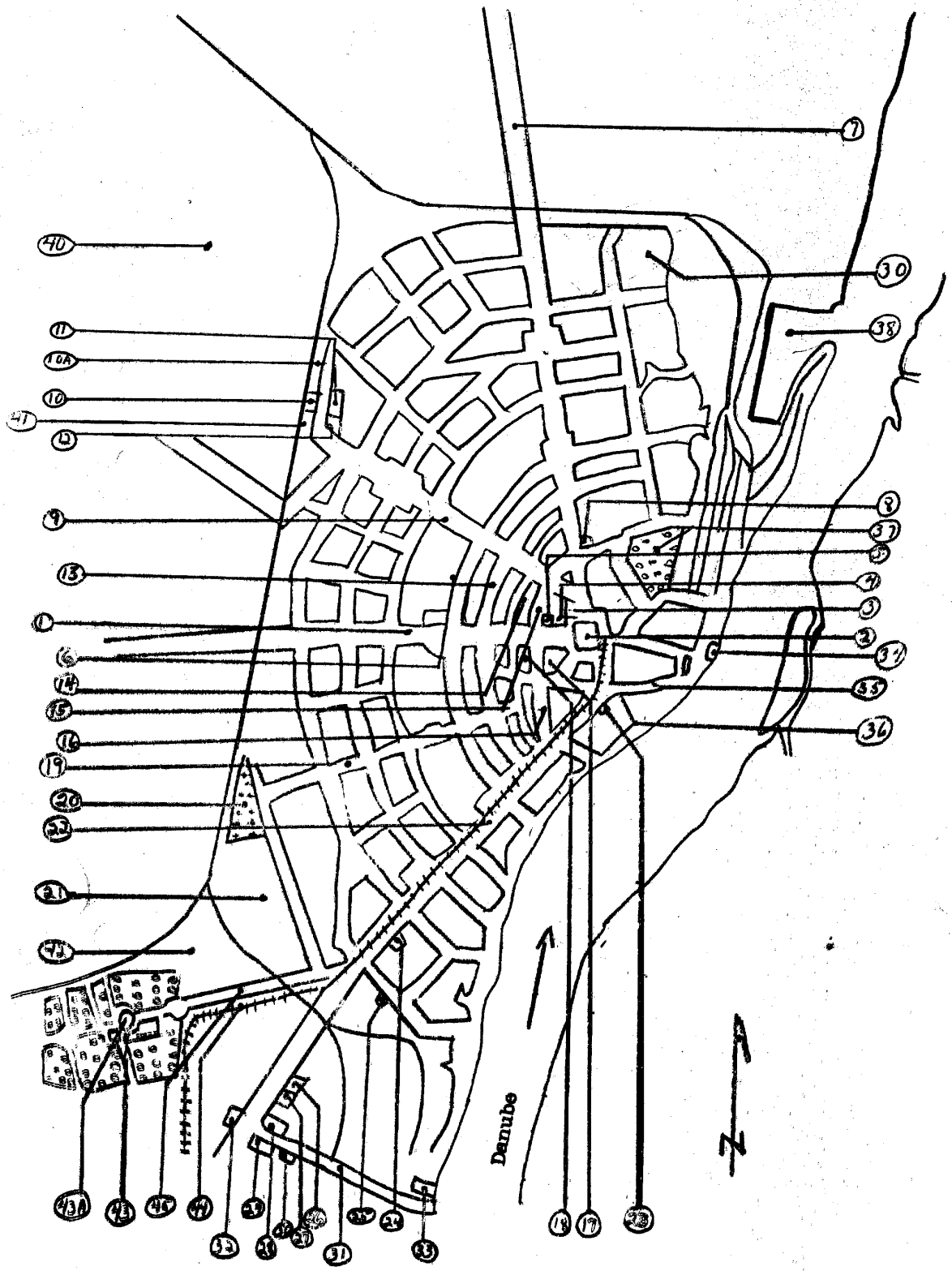
Enclosure (A) Overlay of Braila (4516N-2758E) City Plan (published in Rumania in 1928)

50X1



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